

REPORT

CD NO.


25X1

NO. OF PAGES 2

NO. OF ENCLS.
(LISTED BELOW)

SUPPLEMENT TO
REPORT NO.

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THIS IS UNEVALUATED INFORMATION

1. Between 20 December 1954 and 5 January 1955, there were no activities at the Pirna Construction Office. On 20 December, about 70 returnees from the USSR were in Professor B.C. Baade's office to celebrate his nomination as a professor. Professor Baade indicated that the political conditions might possibly necessitate a transfer of the Construction Office either to the Polish border or to Poland. In mid December 1954 Professor Baade visited the USSR for about a week. Baade's staff included Pr [REDACTED] Marion [REDACTED], [REDACTED] was Marion's assistant.
2. The assignment of positions had caused a disagreement between Dr. Rudolph Scheinost and Pohl who was pushed aside by Dr. Scheinost. Pohl was Professor Baade's deputy and also commercial manager and section chief for aircraft construction.
3. The frequent visits by VPL officers with Professor Baade in connection between the VPL and the construction office. [REDACTED] had to show the visitors around at the Material Office. [REDACTED] also conferred with them. Some VPL officers were apparently assigned to the Material Office.
4. Some of the 30 to 40 engineers who had been hired by the office in the Fall of 1954 had left again. It was said that they were transferred to the VPL. These engineers had either just completed their technical training or they had come from the IFA Engine Plant in Chemnitz.
5. By 7 January 1955, any productive work at the Construction Office was still out of the question. Being afraid of disadvantageous political developments, the returnees were disinclined to initiate the work activities.
6. Arrangements for the returnees from the USSR in Pirna were arranged

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[redacted] who had returned in July 1954 were to be paid in [redacted] percent of their last salary received in [redacted] in the USSR. [redacted] in October were to be paid 80 percent, [redacted] of 1952 were to receive [redacted] percent of their last [redacted] salaries. It was not officially known yet whether the arrangement would become effective.

7. The discharge of 50 members at the Construction Office of the Warnowwerft (ship yard) was linked to actions taken for an aircraft construction at Pirna. Many former aircraft designers were working at the Warnowwerft. The Aircraft Construction Office was to be transferred from Pirna, as was rumored, either to Cottbus or to the former Bachmann Werft in Ribnitz. 25X1
8. [redacted] for department [redacted] and [redacted] in the Department for the Supervision of [redacted] Plant, started to work at the Pirna Construction [redacted] 1954. Both engineers had returned from the USSR [redacted] and worked already prior to 1953.
9. The foundations and ruins of the former Junkers building along the railroad line at the southern border of Dessau airfield were still being blasted. Construction material was shipped to the place. Steel and concrete girders stored in this area were loaded by two cranes and shipped away. The work was carried out by the Kreisbauleitung. It was unknown, however, whether new buildings were to be erected here. The fence south of the road was being repaired.
10. The inn-keeper from opposite the former JUMO Plant in Dessau stated that, starting on 20 October 1954, construction materials including cement, lime, and bricks were being shipped to the area of the former JUMO Plant. At the same time large labor brigades from Bau-Union Halle were doing unloading and storing work at the site, while only small labor details of Bau-Union Dessau were doing clearing and blasting at the plant. 25X1

A construction engineer working at the plant stated that 10 million bricks from the excess production of the brickyards had been shipped to the plant by the end of 1954. The shipments arrived at night by returning cars of the sugar-beet harvest. The KVP quartered in the buildings of the former JUMO Plant helped unloading the bricks.

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CENTRAL INTELLIGENCE AGENCY

REPORT

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**SUPPLEMENT TO
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THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF TITLE 18, SECTIONS 793 AND 794 OF THE U. S. CODE, AS AMENDED. ITS TRANSMISSION OR REVELATION OF ITS CONTENTS TO OR RECEIPT BY AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. THE REPRODUCTION OF THIS FORM IS PROHIBITED.

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3. The assignment of positions had caused a disagreement between Dr. Rudolph Scheinost and Pohl who was pushed aside by Dr. Scheinost. Pohl was Professor Baade's deputy and also commercial manager and section chief for aircraft construction.
4. The frequent visits by VPL officers with Professor Baade indicated a connection between the VPL and the construction office. Ing. Manfred Jerlach had to show the visitors around at the Material Office. Pohl also conferred with them. Some VPL officers were apparently assigned to the Material Office.
5. Some of the 30 to 40 engineers who had been hired by the office in the Fall of 1954 had left again. It was said that they were transferred to the VPL. These engineers had either just completed their technical training or they had come from the IFA Engine Plant in Chemnitz.
6. By 7 January 1955, any productive work at the Construction Office was still out of the question. Being afraid of disadvantageous political developments, the returnees were disinclined to initiate the work activities.
7. The salaries for the returnees from the USSR in Firma were arranged as follows:

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These experts who had returned in July 1954 were to be paid an equivalent 90 percent of their last salary received in Russia in the USSR. Those who had returned in October were to be paid 80 percent, and the returnees of 1952 were to receive 60 percent of their last salary salaries. It was not officially known yet whether this arrangement would become effective.

7. The discharge of 50 members of the Construction Office of the Wagnersdorf (ship yard) was linked to actions taken for an aircraft construction at Parna. Many former aircraft designers were working at the Wagnersdorf. The Aircraft Construction Office was to be transferred from Parna, as was rumored, either to Cottbus or to the former Bachmann-Werft in Riesa.
8. Eng. Karl Silbernagel, a former department chief for fuselage construction at the Arado Plant in Brandenburg, and Ing. Ernst Ortel, former chief of the Department for the Supervision of Drawings at the Brandenburg Plant, started to work at the Parna Construction Office in November 1954. Both engineers had returned from the USSR where they had worked already prior to 1953.
9. The foundations and ruins of the former Junkers building along the railroad line at the southern border of Dessau airfield were still being blasted. Construction material was shipped to the place. Steel and concrete girders stored in this area were loaded by two cranes and shipped away. The work was carried on by the Kreisbauleitung. It was unknown, however, whether new buildings were to be erected here. The fence south of the road was being repaired.
10. The inn-keeper from opposite the former JUMO Plant in Dessau stated that, starting on 20 October 1954, construction materials including cement, lime, and bricks were being shipped to the area of the former JUMO Plant. At the same time large labor brigades from Bau-Union Halle were doing unloading and storing work at the site, while only small labor details of Bau-Union Dessau were doing clearing and blasting at the plant.

A construction engineer working at the plant stated that 10 million bricks from the excess production of the brickworks had been shipped to the plant by the end of 1954. The shipments arrived at night by returning cars of the sugar-beet harvest. The KVP quartered in the buildings of the former JUMO Plant helped unloading the bricks.

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